





were simply taking the law into their own hands. The military officer asked them to proceed no further until he had seen the Shun-chang magistrate, and they quickly acquiesced. During the absence of this officer, it is reported that they were joined by other boats in large numbers, full of disbanded Hunan soldiers, who began to pillage the villages close by. A standard of rebellion, so our information runs, was now raised, to which many bad characters from different places in the neighbourhood soon rallied. It is said that their numbers now reach upwards of 12,000 men, and that many are still joining in the movement. They have foreign arms and ammunition. It is also reported that men, women, and children have been ruthlessly slaughtered, that a vast amount of immovable property has been wantonly destroyed and that plunder to considerable value has been carried away.

Our information having reached us piecemeal we are unable to impart it otherwise than in a very disjointed manner. One of the latest items of news is that the marauders are marching on to the tea districts, where they expect, at this time of the year, to reap a rich harvest. Another item is that the Sun-chang magistrate and his wife have been taken prisoners, and that two petty officials have been killed; and another, that the law of insurgents have been split up into divisions, a competent leader having been appointed to each, and that the districts of Sun-chung, Nakow, Chungkio, Yang-kow and Sema will be visited by them for purpose of plunder.

Immediately on the receipt of the news the provincial high authorities set about making preparations for the despatch of troops. Six regiments of 500 men each were at once placed under orders to proceed promptly into country and quell the disturbance. The first detachments started on Sunday last, and these have been followed up by others each day since. General Sun Kai-Hwa, who, it will be remembered, fought the French at Tamut in 1884, takes command, and joins the main body at Hainan. An urgent despatch has also been received by the authorities from Tsung-an, asking for troops to be sent there.

Accounts reach us as we go to press this morning of the attack on the Chin-Chu villages having taken place. Four hundred men were killed, besides some women and children, and the loot carried away was of considerable value.

## RAILWAYS FOR CHINA.

In early Spring, says the *Hu-pao*, orders were sent from Peking to the following High Provincial Officials to report on railways:—Fung-tien Military Governor, Kiang-yü; Heh-jung Kiang Military Governor, Kiang An; Viceroy of two Kiang Tsung Kuo-chün; Viceroy of Fukien and Chekiang, Pien Pao-ti; Viceroy of Hupeh and Hunan, Yu Luh; Viceroy of Kuangtung and Kwangsi, Chang Chih-tung; Governor of Chekiang, Pung Tsün; Governor of Anhui, Chen Yi; Governor of Kiangsi, Teh Hing; Governor of Formosa, Lu Ming-chuan; Governor of Hupeh, Kwei Pin; Governor of Hunan, Wang Wen-shao; Governor of Kiangsu, Huang Ping-nien.

Reports from two of these, the Viceroy of Canton and the Governor of Formosa, have now appeared. The following is a résumé of the Memorandum of the Viceroy of Canton on Railways:—

(1) Railways, which have contributed so much to the enrichment, prosperity, and power of European countries within the last hundred years are at present urgently needed in China to revive her languishing export trade. Recent statistics show a preponderance of imports over exports of Tls. 20,000,000 a year, and steps should be immediately taken to check the flow of money out of the country caused by this preponderance, by fostering the export of China's natural productions.

(2) Railways are also becoming more and more a necessity for purposes of defence, as powerful and envious neighbours close in nearer and nearer around the Central Nation from year to year.

(3) With regard to the question of building one particular railway from Tientsin to T'ungchow, the Censor Yu Lien-yüan in his opposition to it seems to be moved by the fear of the spread of foreign religions, of the exposure of the capital to invasion and of the employment of foreign men and materials to the detriment of native interests. But we have not found that the introduction of steamers and telegraphs has been followed by the spread of ideas subversive of morality. The Censor's two other objections are much more serious. The Viceroy believes indeed that the same prudences which made England veto the Channel Tunnel, should make China veto the Tientsin-Tungchow Railway, unless she were prepared to spend over Tls. 1,000,000 in special defensive preparations. In the Memorandum of Kwei Jan, the Censor, and his coadjutors, the number of men employed in cart and boat traffic between Tientsin and Tungchow is about 60,000, and allowing to each a family of five, that makes a total of 300,000 persons depending on this trade for their daily rice. The Viceroy Chang thinks this estimate probably not excessive, and believes that at least half of them would be thrown out of employment by the introduction of the Railway. To come to the number of men to whom employment would be given by the introduction of the Railway, we find that England with her 40,000 H of rails, employs 165,000 railway men. At this rate, the Tientsin-Tungchow line, with its 200 H would only employ about 800 men.

(4) A proposition has been made for a railway along the Yellow River, passing through Teh-chow and T'ien-chow in Shantung. But the drifting sand of this country would be a bad foundation, and repairs would be continually needed, causing a ruinous expense. The best place to build the first great railway would be starting from Lu-kow Kiao outside Peking, to Honan, and on to Hankow in Hupeh, about 2,000 H. This would be too far removed from the coast to cause apprehension of its being seized and utilised by an enemy; and this line would not necessitate the removal of many houses or graves to allow it to pass. It would cost about 5,000 or 6,000 taels a H, or about Tls. 12,000,000, and the construction could extend through eight years. Iron quite good enough for the purpose could be obtained from the Ping-tung mines in Shanai, and although this would cost more and be inferior to foreign iron, yet the employment of it would give the advantage of China's money being spent in China instead of abroad.

## BANGKOK NEWS.

The French steamer *Jean Baptiste Say* was towed back to this port yesterday (June 21st) by the steamship *Cape Clear*, owing to the crank shaft having broken. As she has not a spare one on board, she will have to wait here for a month or two.

We hear that the projected railways to Paknam and Patwree are likely to be proceeded with, and that a company is being formed to carry them out. The concessionaires are Commodore A. de Richelieu and Captain Loftus, the same gentlemen who originated the Tramway Company, the success of which will no doubt give confidence to intending shareholders in the new company, and thus facilitate its formation. The finances of the Bangkok Tramway Company seem to be in a very flourishing state. We hear that after reserving a large sum to cover

depreciation of plant and meet other contingencies the Directors intend to propose at the next meeting of Shareholders to pay a half yearly dividend of 5 per cent.

On Wednesday the King made a short excursion down the river in a steam launch for change of air. We are informed that His Majesty's health has not been very good lately, having suffered from the extreme heat which prevailed this season, and which has caused so much sickness among all classes.

On Sunday the 10th June about 11 a.m., a prominent member of the Ghee Hin Society, stabbed a member of a rival Society in the breast and wounded him so severely that he subsequently died. The murderer along with some others was captured about an hour afterwards by the police under Captain Ames and lodged in jail. A number of the Ghee Hin men armed with long bamboo poles sharpened at the end then sallied out from the Kongsi House and attacked the police, who however charged them, taking several prisoners. The conduct of the police under Captain Ames was excellent and deserves the highest praise.—*Siam Mercantile Gazette*.

## NOTES FROM CHINESE PAPERS.

A gentleman who has returned from Nan-p'ing Hien, (the prefectural city of Yen-p'ing Fu, Fukien), to Foochow, reports a heavy flood in the country near that city, the water having been 50 feet deep on 21st June, with considerable loss of life and property.

On the 24th June, in accordance with orders from the Viceroy Pien, two ying, or battalions, of troops, proceeded to the north-western frontier of Fukien, near Kiangsi, in pursuit of a formidable party of Kiangsi men-leagues with members of the *Kolao* secret society, and amounting, it is said, to about 5,000 or 6,000 men, who are fighting the Government at defiance and so terrorising the people of Yang-kow, that they are leaving their homes in great numbers.

The *Shen Pao* learns with great regret, from an English news paper of Hongkong, of the departure of Messrs. Kuo and Li, the brilliant pupils in Western Medical Science of Dr. W. W. Myers, for North Borneo and considers it a thousand pities that their talents could not be utilised by the Government in their native country, where it was hoped that these young men would form the nucleus of a competent Army Medical Department for China.

Bamboo sprouts are a delicacy the mention of which makes the vegetarian *gourmet* smack his lips. They are principally grown in Kuangtung, where every season has its crop. In the beginning of spring are the *mao sun*, or "hairy sprouts," at the end of spring the *pih sun*, or "pencil sprouts," *hao sun*; autumn (*chao-mei-sun*) "horse-tail sprouts." Later on come the "winter sprouts," *lung sun*. Thus no time of the year is without its sprouts. Nan-hing Chow and Shao Chow Fu are the parts of the Canton province where the winter shoots grow best. They are not very large, and at the place of production are very cheap, and not much esteemed as food by the natives, but being cut in winter, preserve well for exportation, and are sold far from their native place for ten times their original value. The summer shoots grow best close to Canton to the east; the different kinds have fancy names, "phoenix tail," "flying clouds," "dragon's grandsons," etc. The ground here, light and porous, is well adapted for their growth, and the sweet water from the White Cloud Mountains makes them grow large and juicy, a "cat-head" bamboo-sprout weighing up to 5 or 6 catties. In the fifth and sixth moons, when they are cheap, the samshu-shops buy them up, salt them, and pack them in jars, whereby they will keep good for a year, when required, they are taken out, soaked in fresh water to remove the salt, and found to taste as if fresh-cut. All the growers of these sprouts assemble at the beginning of each summer season at beat of gong, and fix the price; and no one ventures to undersell the combination.

## FOOCHOW.

Foochow, June 28th. Rice is said to be rising every day, at the rate of five or six cash per pound. A rumour is current to the effect that the Viceroy intends to put a tax of 6 c cash on each picul of rice, but that it has not yet been put into force owing to the protest of dealers in the article.

We regret to have to record the death of Mr. Schoenke, one of the oldest, if not the oldest, resident at this port. His funeral on Monday evening last was very largely attended, showing the esteem in which he was held by the community. Mr. Schoenke was a native of Germany.

## NEWCHANG.

(FROM OUR OWN CORRESPONDENT.)

20th June, 1889. We have had most delicious rains during the last four days and there are great hopes that the crops of millet and peas will be saved, although it is rather late for the barley which, according to the reports generally, is only yielding half its proper harvest. Still many famished villages have been relieved by the timely sowing due nearly altogether to the supplies from the charities. There will always be more or less distress in a poor province like Manchuria where the natives are perhaps less provident than in any other part of the empire, and thousands of tael can yet be distributed and may go on being required as long as there are supplies, but the Chinese Government might be something in the way of finding employment for the labouring classes. Just now there is a very anxious feeling regarding Russian intentions in the extreme north, and for years there have been large defensive works going on at Kirin and other places. Enormous guns landed here have been carried to the Arsenal at Kirin together with great quantities of machinery and stores of all kinds. It was necessary to keep such heavy weights till the roads were hard enough for traffic, but even then it would take twenty days to reach their destination, and the goods would certainly not be improved by the mode of travelling. What a necessity a railway is under such circumstances will never be felt by the Chinese till after it has been made, China, or any part of it, would be impregnable, if there were railways to transport troops and material, and for want of iron roads, millions are spent in men-of-war. Any number of coolies could be employed for about three taels a month, luxurious wages for labour in China, and millions of working men for their families would be saved from starvation. In fact there never can be greater reasons for advocating railway building than what now exist in the province of Manchuria where, not to mention the advantages of security to the Government and employment of the people, the traffic in produce is very great, and would be enormously increased if the moment carriage became reasonable in price. Wheat, peas and other cereals are grown in such quantities in the north and other parts of the Empire, that they are practically wasted because there is no outlet for them. With a railway, enough food could have reached the famine-stricken districts to enable Relief Committees to purchase flour, etc., at half the price that had to

be paid, and a market could be found that would enrich the people who now hardly find it worth while to grow simply because the carriage is too high for a consignment and sale. What a dreadful waste of splendid agriculture and soil!

Mr. and Mrs. Holland are being fitted in their approaching departure. They will surely be missed, and our loss will be much to the advantage of Amoy. As a British Consul, it is admitted that Mr. Holland is not second to any one, and happily and well has he looked after the interests confided to him. Socially he came, with a reputation, which two years' residence in this cold climate has not diminished, for it has made him thoroughly appreciated. We cannot afford to lose such residents as Mr. and Mrs. Holland, and we can only wish them hearty health and happiness wherever they may go.—*N. C. Daily News*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisis and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the pure oil."—D. P. KENNY, L.R.C.S. Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it.—A. S. Watson & Co. (Limited), Agents in Hongkong and China.—*Advt.*

## To-day's Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR HOIHOW, SINGAPORE AND BANGKOK.

THE Company's Steamship

"MONGKUT."

Captain J. Fowler, will be despatched for the above ports, on FRIDAY, the 12th instant, at 8 A.M.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, 9th July, 1889. [859]

STEAM TO STRAITS, COLOMBO AND BOMBAY.

THE P. & O. S. N. Co's Steamship

"LOMBARDY."

will leave for the above places, on MONDAY, the 15th July, at 3 P.M.

E. L. WOODIN, Superintendent.

Hongkong, 9th July, 1889. [858]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF SYDNEY"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 25th July, at 1 P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return..... 375.00

available for 6 months..... 375.00

To Liverpool..... 325.00

To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Large Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

9th July, 1889. [860]

WANTED.

A BOOK-KEEPER AND ASSISTANT.

A European is required for BORNOLIN the former capacity, and a Portuguese Office Assistant, with some knowledge of accounts, in the latter.

Apply with references by letter to

GIBB, LIVINGSTON & Co., Agents.

The China Borneo Co., Ltd. [860]

Hongkong, 9th July, 1889.

Masonic.

ZETLAND LODGE.

No. 525.

AN EMERGENCY MEETING of the above

LODGE will be held in FREEMASON'S HALL, Zealand Street, on THURSDAY NEXT, the 12th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th July, 1889. [855]

ST. JOHN LODGE.

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above

named Lodge will be held in FREEMASON'S HALL, Zealand Street, on FRIDAY the 12th inst., at 9 for 9.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th July, 1889. [854]

## Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the Balance of FIFTY DOLLARS (\$50), due on each Share, is now being called up, and Shareholders are requested to pay the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 31st day of July instant.

Any Calls remaining unpaid after that date will be charged INTEREST at the rate of 5 per cent. per annum, in accordance with the Articles of Association.

MACFARLANE, FRICKEL & Co., General Managers.

Hongkong, 6th July, 1889. [848]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 5, Stanley Street, Victoria, Hongkong, on SATURDAY, the 20th day of July instant, at 3 O'CLOCK P.M., when the following Special Resolutions will be proposed, viz:—

1.—That the Capital of the Company be increased to the sum of \$2,000,000 by the issue of 7,000 NEW SHARES of \$10 each, and that the Memorandum of Association be altered accordingly.

2.—That of the said 7,000 New Shares, 3,000 be offered to the Persons who, on the 14th day of August, 1889, shall be registered Shareholders of the Company, in the proportion of one New Share for each old Share held by them, and such offer shall be made by a notice specifying the number of New Shares which each of such registered Shareholders shall be entitled to take up, and limiting a time within which such offer is to be accepted, and such acceptance shall be made by letter addressed to the Secretary of the Company and by the payment to the HONGKONG AND SHANGHAI BANKING CORPORATION of the sum of \$2 in respect of each new share applied for. The notice shall also state that, if such offer be not accepted in manner aforesaid the same shall be deemed to be declined, and all such shares (if any) so declined, together with the remaining 4,000 shares, shall be offered to the Public (including shareholders) in such manner and at such times and on such conditions as the Board may determine.

3.—That Article No. VI, Subsection 1, of the Company's Articles of Association be altered by inserting therein in lieu of the figures "300,000," the figures "3,000,000" and in lieu of the figures "3,000" the figures "30,000."

By Order of the Board,

E. W. MAITLAND, Secretary.

Hongkong, 6th July, 1889. [847]

NEW ORIENTAL BANK CORPORATION, LIMITED.

A DIVIDEND for the Half-year ending 31st March has been declared at the rate of 6 1/2 per centum. Coupons attached to gold share warrants may be cashed and dividends on silver share warrants issued locally will be paid on and after 15th July at the Hongkong Branch Office.

H. A. HERBERT, Manager.

Hongkong, 6th July, 1889. [846]

THE HONGKONG AND CANTON CO-OPERATIVE STORE COMPANY, LIMITED.

CAPITAL.....\$75,000

IN 7,500 SHARES OF \$10 EACH.

PAYABLE \$2 on application, \$5 on allotment, and the balance at call on one month's notice as required to meet drafts for purchase of stock, and otherwise for extension of the business of the Company.

Application will be received at the HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 10th instant.

Forms of application for Shares and full prospectus may be had at the Bank and at the Company's stores in Lyndhurst Terrace, Hongkong, and Canton, or from the Temporary offices of the Company, No. 8 Stanley Street.

Dated 1st day of July, 1889. [826]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Registered Office, No. 13, Praya, Victoria, Hongkong, on WEDNESDAY, the 17th July, 1889, at 12 O'CLOCK NOON, the Obj. etc. and Resolutions which Meeting will be submitted for Confirmation the Special Resolutions passed at the Meeting held this Day.

By Order of the Board,

EDWARD OSBORNE, Acting Secretary.

Hongkong, 2nd July, 1889. [833]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an INTERIM DIVIDEND of TWO AND A HALF DOLLARS per Share will be payable to those Persons who are Registered Shareholders on 22nd July, 1889.

The TRANSFER BOOKS of the Company will be CLOSED from 22nd to 29th July, both days inclusive.

By Order of the Board,

EDWARD OSBORNE, Acting Secretary.

Hongkong, 3rd July, 1889. [834]

THE STEAM LAUNCH COMPANY, LIMITED.

THE FIRST ORDINARY MEETING of the Company will be held at the HONGKONG HOTEL, on TUESDAY, the 30th July, 1889, at 4 P.M.

By Order,

A. G. GORDON, Secretary.

Hongkong, 29th June, 1889. [812]

NOTICE.

PRIVATE BOARD AND RESIDENCE at Mrs. BOHM'S, Queen's Road East, No. 135. Good accommodation for Families and single parties. Moderate charges.

P. BOHM.

GENERAL Employment and Intelligence Office, Queen's Road East, No. 135. Information given of Situations offered and of available applicants for Situations.

WANTED A 20-roomed house in a central position. Offers to be sent to above Office.

Hongkong, 17th April, 1889. [852]

## Intimations.

GEORGE FENWICK & Co., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an INTERIM DIVIDEND of FIVE PER CENT, or One Dollar and a Quarter per Share, will be payable to those Persons who are Registered Shareholders on the 11th July, 1889.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 17th inst., inclusive.

By Order,

GEO. FENWICK, Manager.

Hongkong, 8th July, 1889. [856]

LOST.

A GREY AFRICAN PARROT, with Red Tail, was last seen in the vicinity of the late Engine House of the Hongkong Fire Insurance Co. Any Person returning the same to the Undersigned will be suitably rewarded, if necessary.

A. G. MORRIS.

Hongkong, 5th July, 1889. [847]

NOTICE.

THE HONGKONG HOTEL ROTISSERIE.

THE Alterations and Decorations to the above favorite Resort being completed, it is again open to the Public.

TERMS CASH.

C. M. ROBERTS, Manager.

Hongkong, 11th June, 1889. [721]

## To be Let.

TO LET,

(With Immediate Possession).

A EUROPEAN HOUSE at High Street, formerly occupied by Mr. HAZELAND.

Apply to

AH YON, No. 80, Praya Central.

Hongkong, 8th July, 1889. [857]

THE PEAK.

TO LET FURNISHED.

A FOUR-ROOMED HOUSE at Magazine Gap for two months from Wednesday, the 10th July.

Apply to

MAJOR KNIGHT, R.E., Wellington Barracks.

Hongkong, 8th July, 1889. [851]



## Commercial.

**CASING QUOTATIONS.**  
 Hongkong and Shanghai Bank—192 per cent. premium, buyers.  
 Union Insurance Society of Canton—\$100 per share, sellers.  
 China Traders' Insurance Company—\$80 per share, sellers.  
 North China Insurance—Tis. 330 per share, buyers.  
 Canton Insurance Company, Limited—\$135 per share, buyers.  
 Yangtze Insurance Association—Tis. 100 per share.  
 On Tai Insurance Company, Limited—Tis. 150, per share.  
 Hongkong Fire Insurance Company—\$185 per share, buyers.  
 China Fire Insurance Company—\$86 per share, buyers.  
 Hongkong and Whampoa Dock Company—\$5 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$275 per share, sellers.  
 China and Manila Steam Ship Company—140 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$240 per share, buyers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$101.  
 Indo-China Steam Navigation Company, Limited—par, ex div., sellers.  
 Douglas Steamship Company—\$83 per share, sellers.  
 China Sugar Refining Company, Limited—\$289 per share, sellers.  
 Luson Sugar Refining Company, Limited—\$123 per share, sellers.  
 Hongkong Ice Company—\$125 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$100 per share, buyers.  
 Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.  
 A. S. Watson & Co., Limited—150 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1884 E—11 per cent. premium.  
 Hongkong Rone Manufacturing Company, Limited—\$160 per share, nominal.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Punjoni and Sunghie Dun Samantan Mining Co.—\$35 per share, ex New Issue, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$197 per share, sellers.  
 Tonquin Coal Mining Co.—\$650 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—nominal.  
 The East Hong Kong Planting Co., Limited—\$57 per share, sellers.  
 The Songei Koyah Planting Co., Ltd.—\$55 per share, buyers.  
 Cruickshank & Co., Ltd.—\$40 per share, nom.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par.  
 The China-Borneo Co., Ltd.—\$50 per share, buyers.  
 The Hongkong Brick and Cement Co., Ltd.—\$118 per share, sellers.  
 The Green Island Cement Co. (old issue)—\$50 per share, buyers.  
 The Green Island Cement Co. (new issue)—\$52 per share, buyers.  
 The Hongkong Land Investment Co., Ltd.—\$143 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$61 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$33 per share, sellers.  
 The West Point Buildings Co., Ltd.—\$50 per share, sellers.  
 The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.  
 The Labuk Planting Co., Ltd.—\$16 per share, sellers.  
 The Jellicoe Mining and Trading Co., Ltd.—\$8 per share, sales and buyers.  
 The Selma Tin Mining Co., Ltd.—\$6 per share, sales and buyers.  
 The Shamoon Hotel Co., Ltd.—\$8 per share.

**EXCHANGE.**  
 ON LONDON—Bank, T. T. 3/01  
 Bank Bills, on demand 3/01  
 Bank Bills, at 30 days sight 3/01  
 Bank Bills, at 4 months sight 3/11  
 Credits at 4 months sight 3/11  
 Documentary Bills, at 4 months sight 3/11  
 ON PARIS—Bank, T. T. 22 1/2  
 Bank Bills, on demand 22 1/2  
 Credits at 4 months sight 22 1/2  
 ON INDIA—T. T. 22 1/2  
 Bank Bills, on demand 22 1/2  
 Credits at 4 months sight 22 1/2  
 ON SHANGHAI—Bank, T. T. 72 1/2  
 Bank Bills, on demand 72 1/2  
 Credits at 4 months sight 72 1/2  
 Private, to days' sight 73

**OPPIUM MARKET—THIS DAY.**  
 OLD MALWA, per picul ..... \$500  
 (Allowance, Tels. 80)  
 NEW PATNA, (without choice) per chest ... \$517 1/2  
 NEW PATNA, (first choice) per chest ... \$520  
 NEW PATNA, (bottom) per chest ... \$527 1/2  
 NEW PATNA, (second choice) per chest ... \$525  
 NEW BENARES, (without choice) per chest ... \$502 1/2  
 NEW BENARES, (bottom) per chest ... \$510  
 NEW PERSIAN (best quality) per picul ... \$550  
 OLD PERSIAN (best quality) per picul ... \$500  
 OLD PERSIAN (second quality) per picul ... \$475

## CHINA COAST METEOROLOGICAL REGISTER.

| STATION  | Barometer | Thermometer | Wind | Direction | Force | State of Sky | Direction | Force | State of Sea |
|----------|-----------|-------------|------|-----------|-------|--------------|-----------|-------|--------------|
| Whampoa  | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Tsien    | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Nagasaki | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Shanghai | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Amoy     | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Hongkong | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Batavia  | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |
| Manila   | 30.0      | 60          | W    | W         | 1     | Cloudy       | W         | 1     | W            |

There is not much change in the barometer and gradient continues slight for south-west winds. Clear, but not much dry weather prevails.  
 Barometer reduced to level of the sea in inches, tenths and hundredths. Temperature in the shade in degrees Fahrenheit. 1. Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 2. Direction of the wind to two points. 3. Force of the wind according to Beaufort scale. 4. State of the weather. 5. Blue sky, 6. Drizzle, 7. Drizzle rain, 8. Fog, 9. Cloudy, 10. Heavy rain, 11. Drizzle rain, 12. Heavy rain, 13. Drizzle rain, 14. Heavy rain, 15. Drizzle rain, 16. Heavy rain, 17. Drizzle rain, 18. Heavy rain, 19. Drizzle rain, 20. Heavy rain, 21. Drizzle rain, 22. Heavy rain, 23. Drizzle rain, 24. Heavy rain, 25. Drizzle rain, 26. Heavy rain, 27. Drizzle rain, 28. Heavy rain, 29. Drizzle rain, 30. Heavy rain, 31. Drizzle rain, 32. Heavy rain, 33. Drizzle rain, 34. Heavy rain, 35. Drizzle rain, 36. Heavy rain, 37. Drizzle rain, 38. Heavy rain, 39. Drizzle rain, 40. Heavy rain, 41. Drizzle rain, 42. Heavy rain, 43. Drizzle rain, 44. Heavy rain, 45. 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